



A96 Dualling Programme

Strategic Environmental Assessment

Post Adoption Statement

Appendix E - Monitoring Framework

February 2016



Appendix E - Monitoring Framework

Table E.1 SEA Monitoring Framework – A96 SEA Study Area Section 3

A96 Dualling SEA Monitoring Framework							
Section 3 – Hardmuir Woods to Alves							
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)							
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)				SEA Summary	Recommendations for later DMRB Stages	
	West Option B	Forres Option B North	Forres Option B South	Forres Option N		DMRB Stage 2	DMRB Stage 3
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	None	Moray and Nairn Coast Ramsar (0.6%) and SPA (0.6%)	Darnaway and Lethen Forest SPA (0.1%) Lower Findhorn Woods SAC (<0.1%)	Darnaway and Lethen Forest SPA (1.1%) Lower Findhorn Woods SAC (0.4%)	Refer to Strategic Habitats Regulations Appraisal (HRA). The SEA determined that these designations were generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant impacts were identified for Forres Option N as significant effects are possible if a dualling alignment followed the southern part of the segment at the western end. Any impact will require consideration via potential Habitats Regulations Appraisal (HRA) at later DMRB Stages.	Principle of avoidance to be adopted as the primary approach. Refer to Strategic HRA. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. HRA to be revisited in discussion with SNH as further information on route/ alignment options becomes available. SNH consultation to advise requirements for surveys and mitigation for qualifying interest features, to inform the approach to more detailed HRA Appropriate Assessment as required, supporting DMRB options design and environmental assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 HRA must be completed and agreed with SNH in advance of DMRB Stage 3 Environmental Statement finalisation to inform preferred option alignment design. Include mitigation, management plans and exclusion zones/ timescales for qualifying species as agreed with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	Culbin Sands, Culbin Forest and Findhorn Bay (Mixed) SSSI (0.7%)	Lower Findhorn Woods, (Bio) SSSI (<0.1%)	Lower Findhorn Woods, (Bio) SSSI (0.4%)	These sites are generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant effects are possible on Lower Findhorn woods in Forres Option N if a dualling alignment followed the southern part of the segment at the western end. While features are unlikely to be directly affected by the dualling works footprint, consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration of impacts on, and mitigation for, the SSSI designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA)</i> , <i>Local Nature Conservation Sites (LNCS)</i>	Moray SINS (Findhorn Valley) (12%)	Findhorn Bay LNR (0.5%) Moray SINS (9.1%) (Findhorn Valley, Cubin, Findhorn and Burghead Bay)	Moray SINS (9.5%) (Findhorn Valley)	Moray SINS (25.6%) (Findhorn Valley)	SINS predominately located to the south of Forres and cross the breadth of the segments at some locations. The Findhorn Valley SINS was considered unavoidable in Forres Option N. Should this be unavoidable, dualling impacts likely to be mitigated to small scale given the total extent of its coverage. LNR sites are generally located at the edge of the segments and do not represent a significant constraint to dualling.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework							
Section 3 – Hardmuir Woods to Alves							
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)							
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)				SEA Summary	Recommendations for later DMRB Stages	
	West Option B	Forres Option B North	Forres Option B South	Forres Option N		DMRB Stage 2	DMRB Stage 3
Woodland <i>Ancient Woodland Inventory sites (AWI)</i> <i>Native Woodland Survey of Scotland sites (NWSS)</i>	Approximately 5km long and 940Ha in area AWI cover- 25.3% NWSS cover- 5.7% Ancient Woodland unavoidable as it crosses the breadth of the segment area in several locations	Approximately 13km long and 2550Ha in area AWI cover- 5.1% NWSS cover- 3% Relatively low AWI/ NWSS woodland cover which does not heavily constrain the segment area	Approximately 13km long and 2630Ha in area AWI cover- 17.4% NWSS cover- 4.1% Substantial areas of AWI (majority LEPO) located south of Forres	Approximately 13km long and 2670Ha in area AWI cover- 33.1% NWSS cover- 9.9% Substantial areas of AWI (majority LEPO) located south of Forres and cross the breadth of the segment	Substantial areas of AWI (majority LEPO) located south of Forres. Significant impacts identified for Forres Option N as AWI is unavoidable and dualling impacts predicted to be permanent. Dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however, category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, the Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity							
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	Culbin Sands, Culbin Forest and Findhorn Bay (Mixed) SSSI (0.7%)	None	None	The geological SSSI site is located within the north of the section area and therefore there is significant avoidance potential and significant impacts are not predicted. While unlikely to be directly affected by the dualling works footprint, consideration should be given to be any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total cover- 47.4% Segment area extensively covered by prime agricultural land with associated importance for agriculture	Total cover- 49.8% Segment area extensively covered by prime agricultural land with associated importance for agriculture	Total cover- 23% Segment area partly covered by prime agricultural land	Total cover- 7.4% Segment area not extensively covered by prime agricultural land	Prime agricultural land is unavoidable due to its extent and distribution and it was considered there would be a significant impact for Forres Option B North. Where unavoidable dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

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Section 3 – Hardmuir Woods to Alves							
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SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)				SEA Summary	Recommendations for later DMRB Stages	
	West Option B	Forres Option B North	Forres Option B South	Forres Option N		DMRB Stage 2	DMRB Stage 3
Water and Flooding							
<p>Fluvial and Coastal Flood Zone</p> <p>1:200 yr fluvial flood extent (surface area) (F)</p> <p>1:200 yr coastal flood extent (surface area) (C)</p>	<p>F- 13 %</p> <p>13 properties in fluvial floodplain in the segment area</p>	<p>F- 28.6%</p> <p>C- 19%</p> <p>176 properties in fluvial floodplain in the segment area</p> <p>2 properties in coastal floodplain in the segment area</p>	<p>F- 13.1%</p> <p>29 properties in fluvial floodplain in the segment area</p>	<p>F- 6.7%</p> <p>27 properties in fluvial floodplain in the segment area</p>	<p>Refer to Strategic Flood Risk Assessment. Flood risk zones are likely to be a key positional constraint to dualling alignment options within the section area. Significant impacts were identified for Forres Option B North where almost one third of the segment area is within the 1:200yr fluvial flood zone, making it unavoidable. SEPA has expressed a strong view to avoid dualling to the north of Forres due to anticipated impact on the flood plain. The key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain, as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction in functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.</p>	<p>Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.</p>	<p>Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.</p>
Major Water Crossings	Likely to be constrained by crossing Muckle Burn, a tributary of the River Findhorn.	Very likely to require a new crossing of the River Findhorn with a large hydrological catchment and large river flows. Also likely to be constrained by crossing Muckle Burn, a tributary of the River Findhorn, and Kinloss Burn.	Very likely to cross the River Findhorn and Burn of Mosset (or its tributaries). Also likely to be constrained by crossing Muckle Burn, a tributary of the River Findhorn, and Kinloss Burn.	Likely to be constrained by a number of watercourses including the River Findhorn and Muckle Burn, a tributary of the River Findhorn, as well as Burn of Mosset (or its tributaries). Also likely to be constrained by smaller watercourses as segment traverses the upstream reaches of hydrological catchments.	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	
Air							
Air Quality Management Areas (AQMA's)	None	None	None	None	No specific existing or predicted local air quality constraints identified in Section 3.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

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SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)				SEA Summary	Recommendations for later DMRB Stages	
	West Option B	Forres Option B North	Forres Option B South	Forres Option N		DMRB Stage 2	DMRB Stage 3
	Approximately 5km long and 940Ha in area	Approximately 13km long and 2550Ha in area	Approximately 13km long and 2630Ha in area	Approximately 13km long and 2670Ha in area			
Historic Environment							
Scheduled Monuments	1x Scheduled Monument: Rodney's Stone	3x Scheduled Monuments: Greshop Farm Sueno's Stone Kinloss Abbey	2x Scheduled Monuments: Dallas Dhu (distillery) Greshop Farm	4x Scheduled Monuments: Altyre (old parish church) Altyre House (inscribed stone) Dallas Dhu (distillery) Templestone (stone circle, Rafford)	Scheduled Monuments present but not extensive in area/ number, and could generally be avoided within 3 of the 4 segments. Unlikely to be directly impacted by A96 dualling however may be sensitive visual receptors, and/ or settings may be affected. However, significant impacts identified for Forres Option B South where there is limited avoidance potential for the complex of high valued scheduled monuments at Dallas Dhu in the southern extent of the segment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Listed Buildings	2x A Listed: Darnaway Castle, East Gate and Lodge Brodie Castle 6x B Listed 4x C Listed	8x A Listed: Moy House Mains of Moy Grange Hall East Grange Kinloss Abbey and Burial Ground, Abbot's Lodging Forres, River Findhorn, Findhorn Viaduct Invererne House Forres, Victoria Road, St John's Episcopal Church 23x B Listed 16x C Listed	8x A Listed: Dallas Dhu Distillery, Cottages, Bonded Warehouses Blervie East Grange 18x B Listed 2x C Listed	11x A Listed: Dallas Dhu Distillery, Cottages, Bonded Warehouses Altyre, Blairs Home Farm, Pond Cottage Altyre, Blairs Home Farm, Tower Cottage Altyre, Blairs Home Farm, Hall Altyre, Blairs Home Farm Altyre, Old Parish Church and Burial Ground 16x B Listed 9x C Listed	In general there is significant avoidance potential for A Listed Buildings, due to their number and dispersal throughout the segments, however limited avoidance potential for the A Listed Buildings at Dallas Dhu Distillery which lie to the southern extent of the segments in particular within Forres Option B South. This may result in significant impacts at this location. The majority of B and C Listed Buildings are concentrated within Forres to the southern extent of the segments, with the remaining assets dispersed throughout the segments, offering good avoidance potential. High concentration of designated assets within Forres, which whilst offering avoidance opportunities, could have issues associated with impacts on setting. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		

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	West Option B	Forres Option B North	Forres Option B South	Forres Option N		DMRB Stage 2	DMRB Stage 3
Garden and Designed Landscapes	Approximately 5km long and 940Ha in area Darnaway Castle (10.9%) Brodie Castle (10.2%)	Approximately 13km long and 2550Ha in area Darnaway Castle (1.0%) Grant Park and Cluny Hill (0.3%)	Approximately 13km long and 2630Ha in area Darnaway Castle (1.2%)	Approximately 13km long and 2670Ha in area Darnaway Castle (2.4%)	There is avoidance potential for all Gardens and Designed Landscapes which lie to the north and south outer edges of the segments, however A96 dualling could present the potential for setting impacts.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment including visual impact/ impact on setting to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Local Historic Designated Sites	Moray Archaeological Sites: 2x Regionally Significant 34x Standard	Moray Archaeological Sites: 13x Regionally Significant 174x Standard	Moray Archaeological Sites: 11x Regionally Significant 128x Standard	Moray Archaeological Sites: 14x Regionally Significant 91x Standard	Avoidance potential for Moray archaeological sites due to number and dispersal, however analysis of HER has shown that there are a number of areas of cropmarks within the segments which suggests this is an area of archaeological potential which would require further assessment at a later stage. Further assessment will be required on the Moray archaeological sites to determine their value, nature and extent.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health							
Population (properties) <i>proxy for receptors subject to potential effects on amenity</i>	73	896 Close proximity to large settlement of Forres	820 Close proximity to large settlement of Forres	237	There are a large number of properties located in close proximity to settlement of Forres which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

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SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)							
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)				SEA Summary	Recommendations for later DMRB Stages	
	West Option B	Forres Option B North	Forres Option B South	Forres Option N		DMRB Stage 2	DMRB Stage 3
<p>Non-Motorised User (NMU) Routes</p> <p>Core Paths</p> <p>Cycle Routes</p>	<p>Approximately 5km long and 940Ha in area</p> <p>Sustrans National Cycle Route 1 (NCR)</p> <p>2 Aspirational Core paths</p>	<p>Approximately 13km long and 2550Ha in area</p> <p>Sustrans National Cycle Route 1 (NCR)</p> <p>The Moray Coast Trail</p> <p>20 Core paths</p> <p>8 Aspirational Core paths</p>	<p>Approximately 13km long and 2630Ha in area</p> <p>Sustrans National Cycle Route 1 (NCR)</p> <p>The Dava Way</p> <p>13 Core paths</p> <p>7 Aspirational Core paths</p>	<p>Approximately 13km long and 2670Ha in area</p> <p>The Dava Way</p> <p>6 Core paths</p> <p>1 Aspirational Core path</p>	<p>Various existing and aspirational Core Paths, the Moray Coast Trail, Dava Way and NCR1 run through the section. There is significant avoidance potential of the National Cycle Route, however crossing the Moray Coast Trail and Dava Way is unavoidable. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.</p>	<p>Principle of avoidance to be adopted as the primary approach.</p> <p>Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment.</p> <p>Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.</p>	<p>DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing.</p> <p>'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance.</p> <p>DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.</p>
Landscape							
Landscape Designations	None	None	None	River Findhorn AGLV (1.6%) Pluscarden AGLV (0.5%)	There are no national landscape designations within this section. Limited extent of the AGLV located within Forres Option N and as such likely to be avoidable with no significant impacts predicted.	Review and refresh baseline data. The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.	
Landscape Sensitivity	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed. Typically these would be: not designated and are likely to contain few, if any, features and elements that could not be replaced	SEA assessed as Low/ Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium/ High Sensitivity Landscapes which by nature of their character would be unable to accommodate change; of high quality with distinctive elements and features making a positive contribution to character and sense of place	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded as the landscape becomes more rural south of Forres in Forres Option N. However it is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.	Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes', there should be early engagement with future maintenance and management teams.

Table E.2 SEA Monitoring Framework – A96 SEA Study Area Section 4

A96 Dualling SEA Monitoring						
Section 4 – Alves to Lhanbryde						
SEA References: SEA Tier 2 Environmental Report Appendix H and (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity						
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	Loch Spynie Ramsar (0.2%) and SPA (0.2%)	None	None	Refer to Strategic Habitats Regulations Appraisal (HRA). The SEA determined that these designations were generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant impacts were identified for Forres Option N as significant effects are possible if a dualling alignment followed the southern part of the segment at the western end. Any impact will require consideration via potential Habitats Regulations Appraisal (HRA) at later DMRB Stages.	Principle of avoidance to be adopted as the primary approach. Refer to Strategic HRA. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. HRA to be revisited in discussion with SNH as further information on route/ alignment options becomes available. SNH consultation to advise requirements for surveys and mitigation for qualifying interest features, to inform the approach to more detailed HRA Appropriate Assessment as required, supporting DMRB options design and environmental assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 HRA must be completed and agreed with SNH in advance of Stage 3 Environmental Statement finalisation to inform preferred option alignment design. Include mitigation, management plans and exclusion zones/ timescales for qualifying species as agreed with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	Loch Spynie (Bio) SSSI (0.2%) Loch Oire (Bio) SSSI (0.2%)	Loch Oire (Bio) SSSI (0.2%)	Buinach and Glenlatterach (Bio) SSSI (0.5%) Coleburn Pasture (Bio) SSSI (0.2%)	The SEA determined that these were sensitive features but not extensive area constraints, and there is significant avoidance potential for the features. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration of impacts on, and mitigation for the SSSI designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA)</i> <i>Local Nature Conservation Sites (LNCS)</i>	Moray SINS: Quarrywood (<0.1%), Spynie (8.0%), Lhanbryde Lochs (2.8%)	Moray SINS: Lhanbryde Lochs (4.8%)	Moray SINS: Scaat Craig (0.6%), Brown Muir/ Teindland (3.8%)	SINS span the breadth of the Elgin Option B North segment and there is a large site within Elgin Option B South which may prove unavoidable If unavoidable, dualling impacts are predicted to be permanent and potentially significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders, to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring						
Section 4 – Alves to Lhanbryde						
SEA References: SEA Tier 2 Environmental Report Appendix H and (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area		DMRB Stage 2	DMRB Stage 3
Woodland <i>Ancient Woodland Inventory sites (AWI)</i> <i>Native Woodland Survey of Scotland sites (NWSS)</i>	AWI cover- 12.4% NWSS cover- 3.2% AWI not extensive in cover but crosses the breadth of the segment area at eastern extent	AWI cover- 12.0% NWSS cover- 4.0% AWI and NWSS woodland which, although not extensive in cover, cross the breadth of the segment area in several locations	AWI cover- 8.8% NWSS cover- 4.7% NWSS native woodland which, although not extensive in cover, does cross the breadth of the segment area Due to location and dispersal AWI is likely to be avoided	While most pockets of woodland are avoidable due to their size and dispersion within segments, some do cross the breadth of segments in several locations. Here, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable however, category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity						
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i> <i>Geological Conservation Review (GCR) sites</i>	Spynie Quarry and Findrassie (Geological) SSSI (0.2%) Spynie Quarry and Findrassie GCR Site (0.4%)	None	Scaat Craig (Geological) SSSI (0.05%) Scaat Craig GCR Site (0.06%)	The geological SSSI site and GCR site, while important designations, are not extensive and do not represent a significant constraint to dualling; there is significant avoidance potential for these features. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total cover- 43.6% The segment is extensively covered by prime agricultural land with associated importance for agriculture	Total cover- 18.3% The segment is partly covered by prime agricultural land	Total cover- 0.5% The segment is not extensively covered by prime agricultural land although agriculture remains important	Prime agricultural land is unavoidable due to its extent and distribution to the north of Elgin. Significant impacts identified for Elgin Option B north. Dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation. A key constraint will therefore be avoidance and minimisation of impacts on prime agricultural land.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring						
Section 4 – Alves to Lhanbryde						
SEA References: SEA Tier 2 Environmental Report Appendix H and (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area		DMRB Stage 2	DMRB Stage 3
Water and Flooding						
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 18.8% C- 10.1% 54 properties in fluvial floodplain 17 properties in coastal floodplain 17 properties in coast and fluvial floodplain	F- 11.3% 43 properties in fluvial floodplain	F- 25% 11 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. Flood risk zones are likely to be a key positional constraint to dualling alignment options within the segments, particularly north of Elgin. Significant impacts were identified for Elgin Option B North where almost one fifth of the segment area is within the 1:200yr fluvial flood zone, making it unavoidable. SEPA has expressed a strong view to avoid dualling to the north of Elgin due to anticipated impact on the flood plain. The key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain, as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.
Major Water Crossings	Very likely requires new crossings of the River Lossie downstream of the existing A96 crossing with larger river flows	Very likely to be constrained by multiple tributaries of the River Lossie	Very likely requires new crossings of the River Lossie upstream of the existing A96 crossing with smaller river flows	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	
Air						
Air Quality Management Areas (AQMA's)	None	None	None	No specific existing or predicted local air quality constraints identified in Section 4.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring						
Section 4 – Alves to Lhanbryde						
SEA References: SEA Tier 2 Environmental Report Appendix H and (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area		DMRB Stage 2	DMRB Stage 3
Historic Environment						
Scheduled Monuments	1x Scheduled Monument: Spynie Palace	3x Scheduled Monuments: Birnie Parish Kirk, (old graveyard and symbol stone) Coxton Tower Bogton (stone circle)	None	Scheduled Monuments present but not extensive in area/ number, and could be avoided within the segments. Unlikely to be directly impacted by A96 dualling however may be sensitive visual receptors, and/ or settings may be affected.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2		
Listed Buildings	3x A Listed: Pittensair Lhanbryde Burial Ground (Innes Enclosure) Longhill Mill 26x B listed 6x C listed	8x A Listed: Birnie Parish Church (Burial Ground) Birnie Parish Church Birnie Churchyard (Pictish Symbol Stone) Birnie Parish Church (Burial Ground Extension) Birnie Parish Church (Gatepiers) Pittensair Coxton Tower Pittendreich Dovecot 4x B listed 4x C listed	None	In general there is significant avoidance potential for A Listed Buildings, due to their number and dispersal throughout the segments south of Elgin. The majority of B and C Listed Buildings are concentrated north of Elgin, where the due to even dispersal across the segment area there are few options for avoidance. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Area	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2		
Garden and Designed Landscapes	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		

A96 Dualling SEA Monitoring						
Section 4 – Alves to Lhanbryde						
SEA References: SEA Tier 2 Environmental Report Appendix H and (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area		DMRB Stage 2	DMRB Stage 3
Local Historic Designated Sites	Moray Archaeological Sites: 14x Regionally Significant 193x Standard	Moray Archaeological Sites: 12x Regionally Significant 151x Standard	Moray Archaeological Sites: 1x Regionally Significant 88x Standard	Avoidance potential for Moray archaeological sites due to number and dispersal, however analysis of HER has shown that there are a number of areas of cropmarks within the segments which suggests this is an area of archaeological potential which would require further assessment at a later stage. Further assessment will be required on the Moray archaeological sites to determine their value, nature and extent.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health						
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	1104	589	169	There are a large number of properties located in close proximity to settlement of Elgin which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Non-Motorised User (NMU) Routes <i>Core Paths</i> <i>Cycle Routes</i>	Sustrans National Cycle Route 1 Local Cycle Route 13 Core Paths 8 Aspirational Core Paths	Local Cycle Route 6 Core Paths 5 Aspirational Core Paths	One Core Path 2 Aspirational Core Paths	Various existing and aspirational Core Paths, local cycle ways and the Sustrans Cycle Route 1. For Elgin Option B North, crossing the National Cycle Route is unavoidable as it spans the breadth of the segment. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.

A96 Dualling SEA Monitoring						
Section 4 – Alves to Lhanbryde						
SEA References: SEA Tier 2 Environmental Report Appendix H and (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	Elgin Option B North Approximately 21km long and 4220Ha in area	Elgin Option B South Approximately 19km long and 3790Ha in area	Elgin Option N Approximately 15km long and 2300Ha in area		DMRB Stage 2	DMRB Stage 3
Landscape						
Landscape Designations	None	None	Moray AGLV: Pluscarden (32.2%) The Pluscarden Area of Special Control (2.1%)	There are no national landscape designations within this section. However, Pluscarden AGLV spans the area to the west of the section and is identified as a key constraint in Elgin Option N, with potential impacts predicted.	Review and refresh baseline data. The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management teams.
Landscape Sensitivity	SEA assessed as 'Low/ Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	SEA assessed as Medium/ High Sensitivity Landscapes which by nature of their character would be unable to accommodate change; likely to be designated, but the aspects which underpin such value may also be present outside designated areas, especially at the local scale; areas of special recognised value through use, perception or historic and cultural associations	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded as the landscape becomes more rural south of Elgin in Elgin Option N. However it is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.		

Table E.3 SEA Monitoring Framework – A96 SEA Study Area Section 5

A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to west of Keith						
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity						
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	Moray and Nairn Coast Ramsar (0.4%) and SPA (0.4%) Lower River Spey - Spey Bay SAC (0.4%) River Spey SAC (2.4%)	River Spey SAC (2.8%)	None	Refer to Strategic Habitats Regulations Appraisal (HRA). The SEA determined that these designations were generally located at the outer edge of the segments and do not represent a significant constraint to dualling. However, significant impacts were identified for Forres Option N as significant effects are possible if a dualling alignment followed the southern part of the segment at the western end. Any impact will require consideration via potential Habitats Regulations Appraisal (HRA) at later DMRB Stages.	Principle of avoidance to be adopted as the primary approach. Refer to Strategic HRA. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. HRA to be revisited in discussion with SNH as further information on route/ alignment options becomes available. SNH consultation to advise requirements for surveys and mitigation for qualifying interest features, to inform the approach to more detailed HRA Appropriate Assessment as required, supporting DMRB options design and environmental assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 HRA must be completed and agreed with SNH in advance of Stage 3 Environmental Statement finalisation to inform preferred option alignment design. Include mitigation, management plans and exclusion zones/ timescales for qualifying species as agreed with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	Lower River Spey (Mixed) SSSI (0.3%) River Spey (Bio) SSSI (2.3%)	River Spey (Bio) SSSI (2.8%)	None	The SEA determined that the Lower River Spey SSSI was a sensitive feature but not an extensive area constraint in the west, as it is located at the edge of the segments and avoidable. However, the River Spey SSSI is unavoidable as crosses the entire breadth of the segments in the west; with mitigation measures applied, potential impacts may be avoided or reduced such that no adverse effects on site integrity would occur. There are no constraints identified in the eastern segment. Although the Lower River Spey SSSI is unlikely to be directly affected by the dualling works footprint, consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH and other relevant stakeholders to determine alternative option impacts on the SSSI site, to inform selection of the preferred dualling alignment. Determine potential requirements for additional studies and surveys related to the SSSI, the avoidance and minimisation of habitat impacts, guidance on SSSI consents and mitigation works requirements.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration of impacts on, and mitigation for, the SSSI designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA)</i> , <i>Local Nature Conservation Sites (LNCS)</i>	Moray SINS: Lhanbryde Lochs (0.3%) Spey, Garmouh - Boat O' Brig (81%)	Moray SINS: Spey, Garmouh - Boat O' Brig (10.8%) Brown Muir/ Teindland (10.8%)	None	SINS associated with the River Spey cross the breadth of the segments in the west and are likely to be unavoidable; with mitigation measures applied, potential impacts may be avoided or reduced such that no adverse effects on site integrity would occur.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to west of Keith						
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area		DMRB Stage 2	DMRB Stage 3
Woodland <i>Ancient Woodland Inventory sites</i> <i>Native Woodland Survey of Scotland sites</i>	AWI- 37.6% NWSS- 0.3% AWI woodland is unavoidable as it crosses the breadth of the segment area in several locations	AWI- 39.3% NWSS- 2.3% AWI woodland is unavoidable as it crosses the breadth of the segment area in several locations	AWI- 28.8% NWSS- 0.6% AWI woodland covers over a quarter of the segment and crosses its breadth in several locations	Woodland is relatively extensive in cover and crosses the breadth of the segments at several locations; it is unavoidable at points in all three segments. Dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Need to minimise losses and fragmentation of woodland areas in these areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity						
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i> <i>Geological Conservation Review (GCR) sites</i>	Dipple Brae (Geological) SSSI and Lower River Spey (Mixed) SSSI (0.4%) Dipple Brae (Silurian-Devonian Chordata) GCR Site and Lower River Spey (Fluvial Geomorphology of Scotland) GCR Site (0.2%)	Teindland Quarry (Geological) SSSI (0.1%) Teindland Quarry (Quaternary of Scotland) GCR Site (0.09%)	None	The western segments are partly covered by SSSI and GCR sites, and whilst these are important designations, they are not extensive and have significant avoidance potential, therefore they do not represent a significant constraint to dualling. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total cover- 7.3% Some avoidance potential for prime agricultural land as land category 2 and 3.1 do not cross the option breadth in its entirety	Total cover- 5.9% Some avoidance potential for prime agricultural land as land category 2 and 3.1 do not cross the option breadth in its entirety	None	The segments are not extensively covered by prime agricultural land and these areas could be avoided.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to west of Keith						
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area		DMRB Stage 2	DMRB Stage 3
Water and Flooding						
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 10.4% C- None 19 properties in fluvial floodplain	F- 12.3% C- None 9 properties in fluvial floodplain	F- 1.5% C- None 1 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. The River Spey crossing and flood risk zones are likely to be the key positional constraints to dualling alignment options within the western segments. Significant impacts identified for West Option B and West Option N as The River Spey and its floodplain are unavoidable. The key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain, as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.
Major Water Crossings	Segment will be constrained by major bridge crossing requirements over the River Spey that spans a hydrological catchment in excess of 2,800km ²	Segment will be constrained by major bridge crossing requirements over the River Spey that spans a hydrological catchment in excess of 2,800km ²	Likely to be constrained by a number of watercourses including the Burn of Fochabers, the Burn of Forgie, the Burn of Crooksmill and their tributaries	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts as a major River Spey crossing, and multiple smaller water crossings, are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	
Air						
Air Quality Management Areas (AQMA's)	None	None	None	No specific existing or predicted local air quality constraints identified in Section 5.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to west of Keith						
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area		DMRB Stage 2	DMRB Stage 3
Historic Environment						
Scheduled Monuments	None	None	1x Scheduled Monument: Meikle Dramlach (bridge)	There is only one feature identified within the segments, and this could be avoided within the option extents. Unlikely to be directly impacted by A96 dualling however may be a sensitive visual receptor, and/ or the setting may be affected.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	None	None	There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Listed Buildings	10x A Listed: Fochabers (High Street, Milne's High School) Fochabers (the Square, Bellie Parish Church) Gordon Castle (East Lodge) Fochabers (Gordon Episcopal Chapel and Parsonage) Gordon Castle (West Lodges) Gordon Castle (Farmsteading) Gordon Castle (Lakeside House) Fochabers Bridge Gordon Castle (Tower) Gordon Castle 52x B listed 41x C listed	1x C Listed	1x B Listed 1x C Listed	West Option B segment has a number of A Listed Buildings which are concentrated around the Gordon Castle GDL and Fochabers Conservation Area. This creates a particular pinch point in the central area of the segment, with associated potential impacts on the structure and setting of these designated areas and assets. There is also a high number of B and C Listed Buildings concentrated around Fochabers. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.

A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to west of Keith						
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area		DMRB Stage 2	DMRB Stage 3
Conservation Areas	Fochabers (0.6%)	None	None	There is avoidance potential for the Fochabers Conservation Area due its limited extent, however consideration should be given to impacts on the setting of this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Garden and Designed Landscapes	Gordon Castle (Bog of Gight) (9.4%)	None	None	There is no avoidance potential for the Garden and Designed Landscapes which lies alongside the existing A96 in West Option B, and significant direct effects are predicated. Other segments, however, are not constrained by this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Local Historic Designated Sites	Moray Archaeological Sites: 7x Regionally Significant 143x Standard	Moray Archaeological Sites: 1x Regionally Significant 45x Standard	Moray Archaeological Sites: 11x Standard	There are a number of Moray archaeological sites located across the segments areas, however these will require further assessment to identify their value, nature and extent.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health						
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	899	68	42	There are a large number of properties located in close proximity to settlement of Fochabers which may be receptors to future road alignments. Individual properties dispersed throughout the segments could generally be avoided through route alignment.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework						
Section 5 – Lhanbryde to west of Keith						
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)						
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)			SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 9km long and 1800Ha in area	West Option N Approximately 9km long and 1790Ha in area	East Option B Approximately 5km long and 1090Ha in area		DMRB Stage 2	DMRB Stage 3
<p>Non-Motorised User (NMU) Routes</p> <p><i>Core Paths</i></p> <p><i>Cycle Routes</i></p>	<p>20 Core Paths crossing the segment mainly near Fochabers</p> <p>1 Aspirational Core path along the A96</p> <p>The Speyside Way long distance route crosses the segment mainly near Fochabers</p>	<p>4 Core Paths mainly near Fochabers at the edge of the segment</p> <p>The Speyside Way long distance route crosses the section mainly near Fochabers</p>	<p>None</p>	<p>Various existing, and 1 aspirational, Core Paths, as well as the Speyside Way, run through the section; for West Option B and West Option N, crossing the Speyside Way is unavoidable.</p> <p>NMUs to include pedestrians, cyclists and equestrians.</p> <p>NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.</p>	<p>Principle of avoidance to be adopted as the primary approach.</p> <p>Review and refresh baseline data.</p> <p>Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment.</p> <p>Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance.</p> <p>The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.</p>	<p>DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing.</p> <p>'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance.</p> <p>DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.</p>
Landscape						
Landscape Designations	None	Moray AGLV: Speyside (7.9%)	None	<p>There are no national landscape designations within this section, however the Speyside AGLV crosses through West Option N. The AGLV, although limited in extent at this location, provides a prominent and positive contribution to the area and impacts on wider setting should be considered.</p>	<p>Review and refresh baseline data.</p> <p>The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.</p> <p>Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment.</p> <p>This could be a simple or detailed assessment as set out in guidance IAN 135.</p> <p>Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives.</p> <p>Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features.</p> <p>Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.</p>	
Landscape Sensitivity	<p>SEA assessed as 'Medium Sensitivity'</p> <p>Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place</p>	<p>SEA assessed as High Sensitivity</p> <p>Landscapes which by nature of their character would be unable to accommodate change of the type proposed; Likely to be designated, but the aspects which underpin such value may also be present outside designated areas, especially at the local scale</p>	<p>SEA assessed as Low Sensitivity</p> <p>Landscapes which by nature of their character would be able to accommodate change of the type proposed Typically these would be: likely to contain few, if any, features and elements that could not be replaced</p>	<p>The landscape sensitivity ranges from low to high throughout the section.</p> <p>A higher sensitivity is recorded as the landscape becomes more rural south of Mosstodloch and Fochabers in West Option N where its predicted that dualling would have an adverse impact on the sensitive landscape characters within the segment.</p>	<p>Review and refresh baseline data.</p> <p>The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.</p> <p>Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment.</p> <p>This could be a simple or detailed assessment as set out in guidance IAN 135.</p> <p>Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives.</p> <p>Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features.</p> <p>Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.</p>	<p>DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas.</p> <p>DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH.</p> <p>In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.</p>

Table E.4 SEA Monitoring Framework – A96 SEA Study Area Section 6

A96 Dualling SEA Monitoring Framework				
Section 6 – West of Keith to west of Huntly				
SEA References: SEA Tier 2 Environmental Report Appendix H and I(Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 14km long and 2750Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity				
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	Den of Pitlurg (Bio) SSSI (0.7%)	The SEA determined that the SSSI was a sensitive feature, but not an extensive area constraint, and it has significant avoidance potential. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 reports may require separate statements on the consideration of impacts on, and mitigation for, the SSSI designation, including any SSSI consents required, unless sites can be scoped out of consideration in agreement with SNH. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA),</i> <i>Local Nature Conservation Sites (LNCS)</i>	Moray SINS: Den of Pitlurg (0.4%) Aberdeenshire SESA: Road cutting, Cairnie (0.6%) Den of Pitlurg (1.5%) Aberdeenshire LNCS: Den of Pitlurg (1.4%) Bin Hill (3.8%)	Locally designated sites concentrated in the southern extent of the segment, and as such there is significant avoidance potential.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Woodland <i>Ancient Woodland Inventory sites</i> <i>Native Woodland Survey of Scotland sites</i>	AWI- 9.7% NWSS- 3.7% The key sensitivity in this segment is associated with avoidance and minimisation of impacts on AWI woodland which, although not extensive in cover, crosses more than half of the breadth of the segment area in several locations	While not extensive in cover, woodland crosses more than half of the breadth of the option segment area in several locations. There is potential for avoidance of each site, however avoidance of all sites may prove difficult. Should this be the case, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity				
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		

A96 Dualling SEA Monitoring Framework				
Section 6 – West of Keith to west of Huntly				
SEA References: SEA Tier 2 Environmental Report Appendix H and I(Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 14km long and 2750Ha in area		DMRB Stage 2	DMRB Stage 3
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total cover- 1.6% Some avoidance potential for prime agricultural land as land category 2 and 3.1 do not cross the option breadth in its entirety	This segment is not extensively covered by prime agricultural land and as such, there is potential for avoidance.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Water and Flooding				
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 3.3% C- None 11 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. The fluvial floodplains of the River Isla and its tributaries, the Loan Burn in the north and the Burn of Cairnie in the south, while not extensive are unavoidable in this segment, as all three span its breadth entirely. There may be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction in functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplain could become a constraint if they are at risk from changes to floodplain extents as a result of dualling.	Principle of avoidance to be adopted as the primary approach Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys.
Major Water Crossings	Likely to be constrained by crossing the Loan Burn, River Isla and the Burn of Cairnie, and possibly constrained by crossing other smaller watercourses	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.
Air				
Air Quality Management Areas (AQMA's)	None	No specific existing or predicted local air quality constraints identified in Section 6.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Historic Environment				
Scheduled Monuments	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		

A96 Dualling SEA Monitoring Framework				
Section 6 – West of Keith to west of Huntly				
SEA References: SEA Tier 2 Environmental Report Appendix H and I(Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 14km long and 2750Ha in area		DMRB Stage 2	DMRB Stage 3
Inventory Battlefields	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Listed Buildings	2x B Listed 3x C Listed	Despite the large area covered by the segment, there are only a small number of B and C Listed Buildings identified within. The dispersal of these assets across the segment provides excellent opportunities for avoidance.	Principle of avoidance to be adopted as the primary approach. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Garden and Design Landscapes	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Local Historic Designated Sites	Moray Archaeological Sites: 2x Regionally Significant 60x Standard	Avoidance potential for Moray and Aberdeenshire archaeological sites, due to the small number of sites and their dispersal/ distribution through the segment area.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health				
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	203	There are a large number of properties located in close proximity to settlement of Keith which may be receptors to future road alignments. Individual properties dispersed throughout the option segment could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework				
Section 6 – West of Keith to west of Huntly				
SEA References: SEA Tier 2 Environmental Report Appendix H and I(Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 14km long and 2750Ha in area		DMRB Stage 2	DMRB Stage 3
Non-Motorised User (NMU) Routes <i>Core Paths</i> <i>Cycle Routes</i>	9 Core Paths mainly near Keith at the edge of the segment 5 Aspirational Core Paths crossing this segment of the option The Isla Way long distance path crosses the segment near Keith	Various existing and aspirational Core Paths, as well as The Isla Way, run through the segment. Crossing the Isla Way is unavoidable as it spans the breadth of the segment. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.
Landscape				
Landscape Designations	None	There are no national landscape designations within this section.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	
Landscape Sensitivity	SEA assessed as 'Low/ Medium Sensitivity Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	While relatively rural, the existing A96 is an established part of the local landscape within the segment, reducing the sensitivity of the landscape. It is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.		DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.

Table E.5 SEA Monitoring Framework – A96 SEA Study Area Section 7

A96 Dualling SEA Monitoring Framework					
Section 7 – West of Huntly to east of Huntly					
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)					
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)		SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 10km long and 2090Ha in area	Option C Approximately 10km long and 1940Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity					
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA),</i> <i>Local Nature Conservation Sites (LNCS)</i>	Aberdeenshire SESA: Bin Quarry, Huntly (1.0%) Aberdeenshire LNCS: Bin Hill (16.6%)	Aberdeenshire SESA: Bin Quarry, Huntly (1.1%) Aberdeenshire LNCS: Bin Hill (12.9%)	Locally designated sites concentrated in the southern extent of the segments, therefore there is avoidance potential. If unavoidable, dualling impacts are likely to be mitigated to small scale given the total extent of its coverage.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Woodland <i>Ancient Woodland Inventory sites</i> <i>Native Woodland Survey of Scotland sites</i>	AWI- 14.8% NWSS- 2.8% AWI and NWSS although not extensive in cover, crosses the breadth of the segment area in the north	AWI- 15.2% NWSS- 4.0% AWI and NWSS although not extensive in cover, crosses the breadth of the segment area in the north	While not extensive in cover, woodland does cross the breadth of the segments in the north, the majority of which, is AWI plantation. Where unavoidable, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable, minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable, and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity					
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	Bin Quarry (Geological) SSSI (0.1%) Bin Quarry (Caledonian Igneous) and Binhill Quarry (Mineralogy of Scotland) GCR Site (0.6%)	Bin Quarry (Geological) SSSI (0.1%) Bin Quarry (Caledonian Igneous) and Binhill Quarry (Mineralogy of Scotland) GCR Site (0.6%)	The segments are partly covered by SSSI and GCR and whilst these are important designations, they are not extensive and have significant avoidance potential. Unlikely to be directly affected by the dualling works footprint, but consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH, Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including baseline data reviews and site surveys.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework					
Section 7 – West of Huntly to east of Huntly					
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)					
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)		SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 10km long and 2090Ha in area	Option C Approximately 10km long and 1940Ha in area		DMRB Stage 2	DMRB Stage 3
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total Cover- 8.9% Some avoidance potential for prime agricultural land as the constraint covers only a small area of the segment	Total Cover- 7.9% Some avoidance potential for prime agricultural land as the constraint covers only a small area of the segment	The segments are not extensively covered by prime agricultural land and as such, there is some potential for avoidance. It is considered that these segment areas are important for agriculture, and should agricultural land prove unavoidable, dualling impacts are predicted to be permanent, with potential to be significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Water and Flooding					
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 5.5% C- None 44 properties in fluvial floodplain	F- 5.1% C- None 2 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. The River Deveron and River Bogie flood risk zones are unavoidable in both segments. There may be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction in functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.
Major Water Crossings	Likely to be constrained by crossings of the River Deveron and River Bogie	Likely to be constrained by crossings of the River Deveron and River Bogie	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	
Air					
Air Quality Management Areas (AQMA's)	None	None	No specific existing or predicted local air quality constraints identified in Section 7.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework					
Section 7 – West of Huntly to east of Huntly					
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)					
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)		SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 10km long and 2090Ha in area	Option C Approximately 10km long and 1940Ha in area		DMRB Stage 2	DMRB Stage 3
Historic Environment					
Scheduled Monuments	2x Scheduled Monuments: Dunbennan Old Church Symbol stone & standing stone, Huntly Market Square	1x Scheduled Monument: Dunbennan Old Church	Scheduled Monuments are present, but not extensive in area/ number and could be avoided within the option extents. The Scheduled Monument of Dunbennan Old Church is located away from the core of Huntly and could present a constraint, however there are opportunities to avoid this; potential impacts on its setting will need to be carefully considered.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	None	There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2		
Listed Buildings	3x A Listed: St Margaret's RC Church, Chapel St St Margaret's RC Church, Presbytery Scott's Hospital, Gladstone Rd 35x B listed 48x C listed	2x B Listed 2x C Listed	The majority of A, B and C Listed Buildings are located within Huntly, offering good avoidance potential, although the potential for impacts on the setting of designated assets will also need to be carefully considered. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	Huntly (1.4%)	None	There is avoidance potential for the Huntly Conservation Area due its limited extent, however consideration should be given to potential impacts on the setting of this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Garden and Design Landscapes	None	None	There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2		
Local Historic Designated Sites	Aberdeenshire Archaeological Sites: 1x Regionally Significant 96x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 59x Standard	The Aberdeenshire Historic Environment Record shows a number of recorded sites within the segments. These are spread out throughout the segments and will require further assessment at later stages.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.

A96 Dualling SEA Monitoring Framework					
Section 7 – West of Huntly to east of Huntly					
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)					
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)		SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 10km long and 2090Ha in area	Option C Approximately 10km long and 1940Ha in area		DMRB Stage 2	DMRB Stage 3
Population and Human Health					
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	1514	91	There are a large number of properties located in close proximity to settlement of Huntly which may be receptors to future road alignments. Individual properties dispersed throughout the segments could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Non-Motorised User (NMU) Routes <i>Core Paths Cycle Routes</i>	20 Core Paths mainly near Huntly and at western end of the segment north of the line of the existing A96 road	7 Core Paths mainly near Huntly and at western end of the segment north of the line of the existing A96 road	Various Core Paths run through the segments, however it is considered that these could be avoided. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.
Landscape					
Landscape Designations	None	None	There are no national landscape designations within this section.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	
Landscape Sensitivity	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed. Typically these would be: likely to contain few, if any, features and elements that could not be replaced	SEA assessed as 'Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change; comprised of commonplace elements and features creating generally unremarkable character but with some sense of place	The landscape sensitivity ranges from low to high over the segments. A higher sensitivity is recorded as the landscape becomes more rural south of Mosstodloch and Fochabers in Option C. However it is predicted the landscape character can be maintained and absorb a dualled route with potential moderate effects on landscape character.		DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.

Table E.6 SEA Monitoring Framework – A96 SEA Study Area Section 8

A96 Dualling SEA Monitoring Framework								
Section 8 – East of Huntly to Old Rayne								
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)								
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)					SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 8km long and 1710Ha in area	West Option C Approximately 8km long and 1570Ha in area	East Option B Approximately 7km long and 1400Ha in area	East Option C Approximately 6km long and 1120Ha in area	East Option D Approximately 7km long and 1340Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity								
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA)</i> , <i>Local Nature Conservation Sites (LNCS)</i>	Aberdeenshire SESA: Hill of Foudland (42.8%) Aberdeenshire LNCS: Foudland (57.3%)	Aberdeenshire SESA: Hill of Foudland (34.9%) Aberdeenshire LNCS: Foudland (8.4%)	Aberdeenshire SESA: Hill of Foudland (16.0%) Slate Quarries, Hill of Tillymorgan (1.0%) Aberdeenshire LNCS: Foudland (12.0%)	None	Aberdeenshire SESA: Cairnhill Quarry (31%) Hill of Foudland (18.6%) Moss of Cairnhill (2.2%) Slate Quarries, Hill of Tillymorgan (1.3%) Aberdeenshire LNCS: Cairnhill (2.3%) Foudland (15.9%)	Both the Hill of Foudland SESA and LNCS are extensive area constraints which cannot be avoided in all segments – apart from in East Option C – as they cover the breadth of the segments at various locations. Where unavoidable, dualling impacts are predicted to be permanent and potentially significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Woodland <i>Ancient Woodland Inventory sites</i> <i>Native Woodland Survey of Scotland sites</i>	AWI- 0.6% NWSS- 1.9% Significant avoidance potential for both AWI and NWSS woodland due to size and dispersal of sites throughout the segment.	AWI- None NWSS- 8.4% NWSS woodland is unavoidable where it spans the breadth of the segment in the south east.	AWI- 6.0% NWSS- 2.1% There is good avoidance potential for NWSS woodland due to size and dispersal of sites throughout the segment, AWI woodland spans almost half of the breadth of the segment at its north east extent.	AWI- 0.7% NWSS- 1.9% Significant avoidance potential for both AWI and NWSS woodland due to size and dispersal of sites throughout the segment.	AWI- 7.7% NWSS- 3.1% Although NWSS woodland is scattered throughout the segment and is not an extensive area constraint, AWI woodland spans half of the breadth of the segment at its north east extent.	While not extensive in cover, woodland does cross the breadth of the segments in several locations and may prove difficult to avoid. Should this be the case, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework								
Section 8 – East of Huntly to Old Rayne								
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)								
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)					SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 8km long and 1710Ha in area	West Option C Approximately 8km long and 1570Ha in area	East Option B Approximately 7km long and 1400Ha in area	East Option C Approximately 6km long and 1120Ha in area	East Option D Approximately 7km long and 1340Ha in area		DMRB Stage 2	DMRB Stage 3
Soils and Geodiversity								
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	None	None	Total cover- 34.8% Prime agricultural land is unavoidable due to its extent and distribution	Total Cover- 32.2% Prime agricultural land is unavoidable due to its extent and distribution	Total Cover- 33.8% Prime agricultural land is unavoidable due to its extent and distribution	Prime agricultural land is unavoidable in the east segments due to its extent and distribution. Dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Water and Flooding								
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 1.8% C- None 5 properties in fluvial floodplain	F- 0.3% C- None 1 property in fluvial floodplain	F- 6.5% C- None 10 properties in fluvial floodplain	F- 4.4% C- None 51 properties in fluvial floodplain	F- 2.8% C- None 2 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. Flood risk zones are associated with the Glen Water, a tributary of the River Urie, and the River Urie itself, and are likely to be key positional constraints to dualling alignment options within the segments. Although there is some avoidance potential, this is limited. Key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage. Sensitive properties and other receptors in areas near the current floodplains could be at risk from changes to floodplain extents as a result of dualling, and also become a constraint.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys. Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required.
Major Water Crossings	Likely to be constrained by new/ upgraded crossing requirements as the existing A96 roughly follows the River Urie, crossing a number of tributaries.	Possibly constrained by crossing smaller watercourses, such as the Burn of Largie, at higher elevation.	Likely to be constrained by new/ upgraded crossing requirements as the existing A96 roughly follows the River Urie, crossing a number of tributaries.	Likely to be constrained by crossing smaller watercourses, such as The Shevock and The Kellock, at higher elevations.	Likely to be constrained by crossing the River Urie and smaller watercourses such as Bonnyton Burn.	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.

A96 Dualling SEA Monitoring Framework								
Section 8 – East of Huntly to Old Rayne								
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)								
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)					SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 8km long and 1710Ha in area	West Option C Approximately 8km long and 1570Ha in area	East Option B Approximately 7km long and 1400Ha in area	East Option C Approximately 6km long and 1120Ha in area	East Option D Approximately 7km long and 1340Ha in area		DMRB Stage 2	DMRB Stage 3
						A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.		
Air								
Air Quality Management Areas (AQMA's)	None	None	None	None	None	No specific existing or predicted local air quality constraints identified in Section 8.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Historic Environment								
Scheduled Monuments	None	None	5x Scheduled Monuments: Brownhill, cairns Wester Shevock, cairn Colpy Cottage, palisaded enclosure Newton House, inscribed stone and symbol stone Woodside, hut circles	4x Scheduled Monuments: Picardy Stone, symbol stone - Insch Old Parish Church and associated memorials Inschfield, stone circle Mill of Boddom, ring ditch and souterrain	2x Scheduled Monuments: Woodside, hut circles Mummer's Reive, cairn	A number of Scheduled Monuments are present within the eastern segments. Avoidance could be challenging given their dispersal and they may cause pinch points within the segment areas. In addition, Newton House inscribed stone and Colpy Cottage palisaded enclosure, lie within 150m of the existing A96. There could therefore be potential impacts on the setting and/ or structure of these assets caused by road dualling within East Option B.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	None	None	None	None	There are no designated features identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		
Listed Buildings	None	None	1x A Listed: Old Parish Church, Kirkton of Culsalmond 4x B Listed 2x C Listed	5x B Listed 4x C Listed	1x A Listed: Old Parish Church, Kirkton of Culsalmond 3x B Listed 1x C Listed	In general there is avoidance potential for Listed Buildings, due to their number and dispersal throughout the segments. However, at some locations they may cause pinch points in the segment areas, particularly within East Option C. Potential impacts on setting will need to be carefully considered. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		

A96 Dualling SEA Monitoring Framework								
Section 8 – East of Huntly to Old Rayne								
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)								
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)					SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 8km long and 1710Ha in area	West Option C Approximately 8km long and 1570Ha in area	East Option B Approximately 7km long and 1400Ha in area	East Option C Approximately 6km long and 1120Ha in area	East Option D Approximately 7km long and 1340Ha in area		DMRB Stage 2	DMRB Stage 3
Garden and Design Landscapes	None	None	Newton House (9.4%) Williamston House (8.6%)	None	Williamston House (1.9%)	Williamston House and Newton House GDLs, run alongside the existing A96 and these, along with Scheduled Monuments present within the eastern segments, may cause pinch points, especially within East Option B. There could therefore be potential impacts on the setting and/ or structure of these assets caused by road dualling within east segments.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Local Historic Designated Sites	Aberdeenshire Archaeological Sites: 2x Regionally Significant 20x Standard	Aberdeenshire Archaeological Sites: 61x Standard	Aberdeenshire Archaeological Sites: 1x Regionally Significant 80x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 50x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 72x Standard	The Aberdeenshire Historic Environment Record shows a number of recorded sites within the segments. These are spread out throughout the segments and will require further detailed assessment at later.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health								
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	40	37	102	784	71	There are a large number of properties located in close proximity to settlement of Inch which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework								
Section 8 – East of Huntly to Old Rayne								
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)								
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)					SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 8km long and 1710Ha in area	West Option C Approximately 8km long and 1570Ha in area	East Option B Approximately 7km long and 1400Ha in area	East Option C Approximately 6km long and 1120Ha in area	East Option D Approximately 7km long and 1340Ha in area		DMRB Stage 2	DMRB Stage 3
<p>Non-Motorised User (NMU) Routes</p> <p>Core Paths</p> <p>Cycle Routes</p>	None	<p>2 Core Paths which are circular paths around Gartly Moor</p> <p>2 local Cycle Route around Inch (Lenchie Loop and Newton Loop)</p>	<p>1 Core Path in the small village of Old Rayne adjacent to the A96</p> <p>1 local cycle route (Scotston Loop) at the edge of the segment north of Colpy</p>	<p>6 Core Paths mainly near Inch and at the edge of the segment</p> <p>2 local cycle route around Inch (Lenchie Loop and Scotston Loop)</p>	None	<p>Various Core Paths and local cycle routes run through the segments. In East and West Option C, crossing a number of local cycle routes is unavoidable as they span the breadth of the segment around Inch. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.</p>	<p>Principle of avoidance to be adopted as the primary approach.</p> <p>Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment.</p> <p>Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.</p>	<p>DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing.</p> <p>'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance.</p> <p>DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.</p>
Landscape								
Landscape Designations	None	None	None	None	None	There are no national landscape designations within this section.	The of route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance. Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	
Landscape Sensitivity	SEA assessed as 'Low/ Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'Low/ Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	The landscape sensitivity ranges from low to high throughout the section. A higher sensitivity is recorded for the segments located further from the existing A96 road i.e. Option C and Option D. It is predicted that for these options there is potential for major significant adverse impacts on landscape character through dualling.		DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.

Table E.7 SEA Monitoring Framework – A96 SEA Study Area Section 9

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity										
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	None	None	None	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.	
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	None	None	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.	
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i> <i>Study of Environmentally Sensitive Areas (ESA)</i> , <i>Local Nature Conservation Sites (LNCS)</i>	Aberdeenshire LNCS: Bennachie (0.6%)	Aberdeenshire LNCS: Bennachie (26.7%) Aberdeenshire SESA: Bennachie (23.0%)	Aberdeenshire LNCS: Govals (0.2%) Pitscurry Moss (<0.1%) Aberdeenshire SESA: Pitcaple Quarry (working 1977) (1.4%) Govals Quarry - Part overgrown landscape (0.8%) Pitscurry Moss (0.6%)	Aberdeenshire LNCS: Kinkell Belt (0.6%) Aberdeenshire SESA: Inverurie- area S of Urie Cottage (1.1%) Cairnhall (1.5%) Tuach Hill (0.1%)	Aberdeenshire LNCS: Kinkell Belt (<0.1%) Aberdeenshire SESA: Inverurie- area S of Urie Cottage (<0.1%) Cairnhall (1.7%) Tuach Hill (0.2%)	Aberdeenshire LNCS: Kinkell Belt (0.7%) Aberdeenshire SESA: Inverurie- area S of Urie Cottage (12%) Cairnhall (1.7%) Tuach Hill (0.2%)	Aberdeenshire LNCS: Cottown Woods (0.7%) Fetternear (1.0%) Bennachie (<0.1%) Toms Forest (2.7%) Aberdeenshire SESA: Cottown Woods Kemnay (2.0%) Tom's Forest (4.5%) West side of River Don North of Kemnay (1.2%)	The Benachie LNCS is an extensive area constraint which cannot be avoided in West Option C as it crosses the breadth of the segment, and the SESA covers almost half of the breadth of the segment area in the south. Similarly in Inverurie Option C, the size and location of the locally designated conservation sites mean that it would be difficult to avoid them all. The remaining local designations are not considered extensive and predominately located at the edge of segments. Dualling impacts are likely to be mitigated to small scale given the total extent of its coverage.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Woodland <i>Ancient Woodland Inventory sites</i> <i>Native Woodland Survey of Scotland sites</i>	AWI- 7.7% NWSS- 7.6% AWI and NWSS woodland which, although not extensive in total area cover, together cross almost the whole breadth of the segment area in a diagonal, through its centre.	AWI- 14.8% NWSS- 14.8% AWI and NWSS woodland Although not extensive in total area cover, these woodlands collectively cross the breadth of the segment in several locations.	AWI- 7.6% NWSS- 3.1% AWI, all of which is plantation, and although not extensive in cover, crosses over half of the breadth of the segment area in one location.	AWI- 4.1% NWSS- 4.3% AWI, all of which is plantation, and although not extensive in cover, crosses over half of the breadth of the segment area in one location.	AWI- 7.1% NWSS- 6.1% AWI and NWSS woodland which are distributed throughout the segment and are not extensive area constraints.	AWI- 3.6% NWSS- 4.3% AWI and NWSS woodland which are distributed throughout the segment and are not extensive area constraints.	AWI- 14.4% NWSS- 14.5% AWI and NWSS woodland although not extensive in total area cover, these woodlands collectively cross the breadth of the segment in several locations.	While not extensive in cover, woodland does cross the breadth of the segments in several locations and may prove difficult to avoid. Should this be the case, dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity										
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	Pittodrie (Geological) SSSI (0.007%) Pittodrie (Quaternary of Scotland) GCR Site (0.03%)	Pittodrie (Geological) SSSI (0.007%) Pittodrie (Quaternary of Scotland) GCR Site (0.03%)	Pitcaple and Legatsden Quarries (Geological) SSSI (0.4%) Pitsmedden and Pitscurry Quarries (Caledonian Igneous) GCR Site (0.4%)	None	None	None	None	The geological SSSI site, whilst recognised as an important designation, is not extensive and has significant avoidance potential. Although unlikely to be directly affected by the dualling works footprint, consideration should be given to any impact as a result of construction site runoff and pollution controls as well as road drainage/ SuDS outfalls.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SNH and Local Authority to agree scope of requirements in DMRB Stage 3 if avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total Cover- 32.3% The segment is extensively covered by prime agricultural land	Total Cover- 9.7% The segment is not extensively covered by prime agricultural land	Total Cover- 29.6% The segment is extensively covered by prime agricultural land	Total Cover- 25.8% The segment is extensively covered by prime agricultural land	Total Cover- 7.4% The segment is not extensively covered by prime agricultural land	Total Cover- 13.4% The segment is not extensively covered by prime agricultural land	None	Prime agricultural land is predominately unavoidable due to its extent and distribution. Dualling impacts are predicted to be permanent and potentially significant at the local level e.g. due to farm unit severance or fragmentation.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
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Water and Flooding										
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 5.1% C- None 5 properties in fluvial floodplain	F- 2.8% C- None 11 properties in fluvial floodplain	F- 4.2% C- None 3 properties in fluvial floodplain	F- 17.2% C- None 141 properties in fluvial floodplain	F- 11.2% C- None 34 properties in fluvial floodplain	F- 14.2% C- None 119 properties in fluvial floodplain	F- 5.3% C- None 14 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. Flood risk zones associated with the Rivers Don and Urie and their tributaries are likely to be a key positional constraint to dualling alignment options within the segments. The key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain, as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys.
Major Water Crossings	Likely to be constrained by new/ upgraded crossing requirements as the existing A96 roughly follows the River Urie, crossing a number of tributaries	Likely to be constrained by crossing tributaries of the River Urie and River Don	Likely to be constrained by a new River Urie crossing	Very likely to be constrained by crossings of the Rivers Urie/ Don	Likely to be constrained by a new River Don crossing	Likely to be constrained by a new River Don crossing	Likely to be constrained by a new River Don crossing	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
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Air										
Air Quality Management Areas (AQMA's)	None	None	None	None	None	None	None	No specific existing or predicted local air quality constraints identified in Section 9.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Historic Environment										
Scheduled Monuments	6x Scheduled Monuments: Durno, Roman temporary camp, Maiden Castle, fort Maiden Stone, cross slab Logie House, 3 symbol stones Candle Hill, stone circle Old Rayne, Episcopal manse and moat	5x Scheduled Monuments: Gowk Stane, standing stone Maiden Castle, fort Berry Hill, enclosure Hatton of Ardoyne, stone circle Westerton of Petmathen, standing stone	4x Scheduled Monuments: Durno, Roman temporary camp, Newton of Lewesk, enclosure The Law, cairn Pitscurry, cairn	16x Scheduled Monuments: Aberdeenshire Canal, milestone Aberdeenshire Canal, milestone Balquhain Castle Broomend, henge, standing stones and symbol stone Caskieben moat, moated site and symbol stone Castle of Hallforest Deer's Den, roundhouses Drimmies, symbol stone East Blairbowie, standing stone Fullerton, ring ditches & cairn circle Inverurie Cemetery, four symbol stones Kinkell Church and burial ground Kintore, symbol stone near church Mains of Balquhain, stone circle Midmill, long cairn The Bass and Little Bass, motte and bailey	15x Scheduled Monuments: St Apolinaris' Chapel and burial ground Bruce's Camp, hillfort Aberdeenshire Canal, milestone 14 1/2 Aberdeenshire Canal, milestone 15 Balquhain Castle Broomend, henge, standing stones and symbol stone Castle of Hallforest Deer's Den, roundhouses Drimmies, symbol stone East Blairbowie, standing stone Fullerton, ring ditches & cairn circle Inverurie Cemetery, four symbol stones Kintore, symbol stone near church Mains of Balquhain, stone circle Midmill, long cairn	20x Scheduled Monuments: Midmill, long cairn Castle of Hallforest Deer's Den, roundhouses Aberdeenshire Canal, milestone 14 1/2 Kintore, symbol stone near church Aberdeenshire Canal, milestone 15 at Bridgend House, Kintore Fullerton, ring ditches & cairn circle Kinkell Church and burial ground Broomend, henge, standing stones and symbol stone The Bass and Little Bass, motte-and-bailey castle Inverurie Cemetery, four symbol stones Conyng Hillock, mound E of Parkview, Inverurie Dillyhill, enclosure Brandsbutt Stone, symbol stone East Blairbowie, standing stone Drimmies, symbol stone Balquhain Castle Mains of Balquhain, stone circle Bruce's Camp, hillfort Drimmies, symbol stone	5x Scheduled Monuments: Ratch-hill, settlement, field system & enclosures Old Braco, chapel and enclosure Deer's Den, roundhouses East Aquorthies, stone circle Castle of Hallforest	There are a significant number Scheduled Monuments located within the segments. Avoidance is likely to be very challenging and there is a high potential for impacts on the setting and structure of these assets. Due the dispersal of the Scheduled Monuments within Inverurie Option C, there is a greater opportunity for avoidance.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Inventory Battlefields	None	None	Harlaw Battlefield (0.1%)	Harlaw Battlefield (9%)	None	Harlaw Battlefield (3.3%)	None	Within Inverurie B North and Inverurie B Inner and West Option D segments, there is significant potential for direct and indirect impacts on setting and interpretation of the Harlaw Battlefield.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Listed Buildings	4x A Listed: Chapel of Garioch Harthill Castle Westhall Old Rayne, Market Cross 8x B Listed 4x C Listed	1x A Listed: Harthill Castle 4x B Listed	2x A Listed: Chapel of Garioch Pitcaple Castle 3x B Listed 4x C Listed	2x A Listed: Keith Hall Town House, The Square, Kintore 37x B listed 18x C listed	1x A Listed: Town House, The Square, Kintore 10x B Listed 4x C Listed	1x A Listed: Town House, The Square, Kintore 30x B Listed 9x C Listed	1x A Listed: House of Aquahorthies 6x B Listed	In general, there is significant avoidance potential for A Listed Buildings, due to their number and dispersal throughout the segments. However, in combination with Scheduled Monuments a number of pinch point have been identified within the segment areas, particularly within West Option B. The majority of B and C Listed Buildings are concentrated within Inverurie. While there may be some opportunities for avoidance if Listed Buildings this could be at the detriment of the setting and/or structure of other historic assets Need to balance Listed Building issues with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders
Conservation Areas	None	None	None	None	None	None	None	There are no designated sites identified within the segments. Baseline data to be reviewed at DMRB Stage 2.		

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Garden and Designed Landscapes	None	None	None	Keith Hall (9.4%)	None	Keith Hall (0.9%)	None	There is significant avoidance potential for the Garden and Designed Landscape within the Inverurie B Inner segment, although dualling could present the potential for setting impacts. There is little avoidance potential for this feature within Inverurie B North however, and there is significant potential for direct and indirect impacts on it and its setting. Other segments are not constrained by this feature.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on this heritage feature, to inform selection of the preferred options. Consideration should also be given to impact on non-designated designed landscapes. Seek agreement on additional studies required for DMRB Stage 3 assessment, including visual impact/ impact on setting, to ensure management of significant effects that may emerge in detailed assessment.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Local Designated Historic Sites	Aberdeenshire Archaeological Sites: 8x Regionally Significant 121x Standard	Aberdeenshire Archaeological Sites: 3x Regionally Significant 76x Standard	Aberdeenshire Archaeological Sites: 9x Regionally Significant 112x Standard	Aberdeenshire Archaeological Sites: 18x Regionally Significant 322x Standard	Aberdeenshire Archaeological Sites: 9x Regionally Significant 223x Standard	Aberdeenshire Archaeological Sites: 13x Regionally Significant 293x Standard	Aberdeenshire Archaeological Sites: 2x Regionally Significant 141x Standard	There are a number of recorded assets on the Aberdeenshire HER, the nature, extent and significance of which are currently not known. Further assessment will be required, and the results of this could present further constraints to development.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Population and Human Health										
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	191	138	222	2761	1408	4815	488	There are a large number of properties located in close proximity to settlement of Inverurie which may be receptors to future road alignments. The smaller population centres and individual properties dispersed throughout the segments could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Non-Motorised User (NMU) Routes <i>Core Paths Cycle Routes</i>	9 Core Paths mainly near Old Rayne and at southern end of the segment north and south of the line of the existing A96 road	13 Core Paths crossing the segment mainly around Oxen Craig and Mither Tap peaks of Bennachie	3 Core Paths First one located just outside Old Rayne Second one south of Dumo Third one crossing Whiteford	25 Core Paths mainly located along the existing A96 and around Inverurie and Kintore	23 Core Paths mainly located along the existing A96 and around Inverurie and Kintore	39 Core Paths mainly located along the existing A96 and around Inverurie and Kintore	13 Core Paths mainly located south of Kintore and around Aquhytie and Cairntown wood	Various Core Paths run through the segments. Within the Inverurie segments, crossing a number of core paths is unavoidable, as they span the breadth of segments. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.

A96 Dualling SEA Monitoring Framework										
Section 9 – Old Rayne to Kintore										
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)										
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)							SEA Summary	Recommendations for later DMRB Stages	
	West Option B Approximately 7km long and 1490Ha in area	West Option C Approximately 8km long and 1500Ha in area	West Option D Approximately 8km long and 1740Ha in area	Inverurie Option B North Approximately 16km long and 3160Ha in area	Inverurie Option B South Approximately 13km long and 2670Ha in area	Inverurie Option B Inner Approximately 14km long and 2710Ha in area	Inverurie Option C Approximately 12km long and 2470Ha in area		DMRB Stage 2	DMRB Stage 3
Landscape										
Landscape Designations	None	None	None	None	None	None	None	There are no national landscape designations within Section 9.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.	
Landscape Sensitivity	SEA assessed as 'Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'Medium/ High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	SEA assessed as 'Medium Sensitivity' Landscapes which by nature of their character would be able to partly accommodate change of the type proposed	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed	SEA assessed as 'High Sensitivity' Landscapes which by nature of their character would be unable to accommodate change of the type proposed	<p>The landscape sensitivity is considered 'low' within Inverurie B Inner as this is an existing built up area.</p> <p>The landscape sensitivity across the remaining segments is predominately medium to high, due to the rural nature of the area and it is predicted that for these options there is potential for major significant adverse impacts on landscape character through dualling.</p>	<p>Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment.</p> <p>This could be a simple or detailed assessment as set out in guidance IAN 135.</p> <p>Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives.</p> <p>Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features.</p> <p>Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.</p>	<p>Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas.</p> <p>DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH.</p> <p>In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.</p>

Table E.8 SEA Monitoring Framework – A96 SEA Study Area Section 10

A96 Dualling SEA Monitoring Framework				
Section 10 – Kintore to proposed junction with the AWPR				
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3
Biodiversity				
Internationally Designated Sites <i>Ramsar</i> <i>Special Protection Area (SPA)</i> <i>Special Area of Conservation (SAC)</i>	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Locally Designated Sites <i>Local Nature Reserve (LNR)</i> <i>Sites of Interest to Natural Science (SINS)</i>	Aberdeen City LNCS: Three Hills (15.4%)	The LNCS in the south east, covers half of the breadth of the segment and should this prove unavoidable, dualling impacts are predicted to be permanent and potentially significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Include specific consideration of SEPA's wetland inventory data set. Secure early consultation with SNH Local Authority and other relevant stakeholders to agree scope of requirements in DMRB Stage 3 if avoidance is not possible, including where further surveys may be required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Woodland <i>Ancient Woodland Inventory sites (AWI)</i> <i>Native Woodland Survey of Scotland sites (NWSS)</i>	AWI- 18.3% NWSS- 4.3% AWI although not extensive in cover, crosses over half of the breadth of the segment area to the east	While not extensive in cover, woodland does cross half the breadth of the segment in the east. If unavoidable dualling impacts are predicted to be permanent and potentially significant, with possible secondary effects on woodland (including protected) species. Where unavoidable minimise losses and fragmentation of woodland areas. SNH advise that categories 1a, 2a and 3 of Ancient Woodland (AW) are irreplaceable, however category 2b may be of lower conservation value.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data Include data provided by Forestry Commission in Tier 2 SEA Consultation. Secure early consultation with SNH and other relevant stakeholders to determine alternative alignment option impacts on AWI woodlands, to inform selection of the preferred dualling alignment. Determine potential requirements for additional surveys and studies where AWI woodlands are unavoidable and where compensation may be required. Consider mechanisms to provide compensatory habitat solutions that will deliver an equal or greater amount of habitat to that which is lost.	Principle of avoidance to be adopted as the primary approach. Where AWI woods are unavoidable, aim to minimise fragmentation and maintain woodland integrity and connectivity. Cumulative woodland impact to include woodland edge effects. Where habitat compensation is not achievable in situ, Environmental Statement should identify where compensation will be delivered. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.
Soils and Geodiversity				
Nationally Designated Sites <i>Site of Special Scientific Interest (SSSI)</i>	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2		
Prime Agricultural Land <i>Agricultural land classes 1 to 3.1</i>	Total Cover- 6%	The option segment is not extensively covered by prime agricultural land and as such there is potential for avoidance. Should agricultural land prove unavoidable, dualling impacts are predicted to be permanent and with potential to be significant at the local level.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders to determine alternative alignment option impacts on productive agricultural land, to inform selection of the preferred dualling alignment.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework				
Section 10 – Kintore to proposed junction with the AWPR				
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3
Water and Flooding				
Fluvial and Coastal Flood Zone <i>1:200 yr fluvial flood extent (surface area) (F)</i> <i>1:200 yr coastal flood extent (surface area) (C)</i>	F- 4.4% C- None 29 properties in fluvial floodplain	Refer to Strategic Flood Risk Assessment. Flood risk zones associated with the Black Burn are likely to be a key positional constraint to dualling alignment options, as it spans the breadth of the segment. There is also a large area of fluvial floodplain in the south of the segment where several field drains run into the Black Burn. The key constraints will be risk from fluvial flooding to future dualled A96 route, to the properties currently in the functional fluvial flood plain as well as risk of potential changes in the extent of functional flood plains as a result of dualling. Any reduction functional floodplain will require compensatory storage.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment option impacts and to determine flood risk assessment, SuDS drainage and CAR requirements. Consider where drainage designs can include improved wildlife crossing and fish passage opportunities to secure multi-species benefit.	Principle of avoidance to be adopted as the primary approach. More specifically, avoidance of construction in the functional flood plain and avoidance of new crossings where possible. Detailed assessments to build on desk-based DMRB Stage 2 exercises, supplemented with information collected on site, to enable a more detailed, site-specific quantitative assessment – potentially including specialist surveys.
Major Water Crossings	Possibly constrained by a crossing for the Black Burn, a tributary of the River Don	Refer to Strategic Flood Risk Assessment. Water crossings are the key features of road infrastructure that interact closely with watercourses. There is potential for significant impacts where multiple water crossings are likely to be required. A96 dualling may involve extending, or replacing, existing culverts where dualling takes places in proximity to the existing carriageway, as well as the construction of new bridges and culverts in the 'offline' sections of the new road. A water crossing could potentially affect river geomorphology and increase flood risk to A96 dualling road infrastructure itself, as well as presenting a change in flood risk to other flood sensitive receptors hydrologically influenced by the watercourse. Hence, a water crossing can be both a flood receptor as well as source of flood risk.	Review and refresh baseline data. Secure early consultation with SEPA to determine alternative alignment and crossing option impacts and to determine requirements for the level of flood risk assessment required, SuDS drainage and CAR requirements. Watercourse crossing options will require effective consideration of river geomorphology effects, potential for A96 embankment protection works and potential effects on Ramsar/ SAC/ SPA/ SSSI/ NNR designated sites features, habitats and species.	Incorporate appropriate drainage, compensatory storage and management measures to ensure no net change to flood risk to sensitive receptors. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken including detailed flood risk assessment and any mitigation works required. Include recommendations to avoid works compounds within the functional floodplain where possible.
Air				
Air Quality Management Areas (AQMA's)	None	No specific existing or predicted local air quality constraints identified in Section 10.	Review and refresh baseline data. Secure early consultation with Local Authorities to determine areas close to air quality threshold, or any other sensitivities. This will inform whether a modelling or monitoring approach is required.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework				
Section 10 – Kintore to proposed junction with the AWPR				
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3
Historic Environment				
Scheduled Monuments	3x Scheduled Monuments: Little Clinterty, standing stone Hillhead of Clinterty, hut circle St Mary's Chapel and graveyard	Scheduled Monuments are present but not extensive in area/ number and could be avoided within the option extent. A potential pinch point was identified between St Mary's Church and churchyard and the Little Clinnerty standing stones, which lie close to the line of the existing A96. Although unlikely to be directly impacted by A96 dualling, they may be sensitive visual receptors / and or settings may be affected.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting, if required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Inventory Battlefields	None	There are no designated features identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Listed Buildings	7x B Listed 3x C Listed	In general there is avoidance potential for Listed Buildings, due to their number and dispersal throughout the option segment, although potential impacts on setting will need to be carefully considered. Need to balance Listed Building avoidance with private property constraints.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland and other relevant stakeholders to determine alternative alignment and crossing option impacts on heritage features, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment of visual impact/ impact on setting, if required.	Principle of avoidance to be adopted as the primary approach. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of impacts on features and their setting, appropriate mitigation measures and any construction stage monitoring required, to the satisfaction of Historic Environment Scotland and other relevant stakeholders.
Conservation Areas	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Garden and Designed Landscapes	None	There are no designated sites identified within the option segment. Baseline data to be reviewed at DMRB Stage 2.		
Local Historic Designated Sites	Aberdeenshire Archaeological Sites: 31x Standard	The Aberdeenshire Historic Environment Record shows 31 recorded sites within the segment. There is currently no validated data relating to archaeological sites within Aberdeen City. Further detailed assessment will need to be undertaken at later stages.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with Historic Environment Scotland, Local Authority archaeology or heritage team and obtain historic environment records to determine the location of any locally important sites and features. Route alignment studies to be informed by consultations to avoid such sites in the first instance, and to determine scope of further studies where avoidance is not possible.	Principle of avoidance to be adopted as the primary approach. Preferred alignment design and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation required for unscheduled archaeology.
Population and Human Health				
Population (properties) <i>act as a proxy for receptors subject to potential effects on amenity</i>	796	There are a large number of properties located in close proximity to the settlements of Kinsella and Blackburn, which may be receptors to future road alignments. Individual properties dispersed throughout the option segment could generally be avoided through route alignment.	Review and refresh baseline data and consider use of data sources such as OS Address Point. Identify sensitive receptors and secure early consultation with relevant stakeholders to determine alternative alignment and crossing option impacts on sensitive receptors, to inform selection of the preferred option. Seek agreement on additional studies required for DMRB Stage 3 assessment, including operational noise modelling on each of the options, to inform the selection of the preferred option.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required.

A96 Dualling SEA Monitoring Framework				
Section 10 – Kintore to proposed junction with the AWPR				
SEA References: SEA Tier 2 Environmental Report Appendix H and I (Presenting the environmental assessment of options)				
SEA Identified Constraints	Description of Constraints (% coverage of 2km-wide segment area)	SEA Summary	Recommendations for later DMRB Stages	
	Option B Approximately 8km long and 1620Ha in area		DMRB Stage 2	DMRB Stage 3
Non-Motorised User (NMU) Routes <i>Core Paths</i> <i>Cycle Routes</i>	12 Core Paths located in and around Blackburn adjacent to the A96 with one crossing the A96 3 local cycle routes, one through Blackburn, one southwest of Aberdeen Airport and one loop through Kirkhill forest (Cycling in Kirkhill)	Various Core Paths and local cycle routes run through the option segment, however there is significant avoidance potential. NMUs to include pedestrians, cyclists and equestrians. NMU access may be affected during construction and existing crossing points may be rationalised to provide safer crossing opportunities.	Principle of avoidance to be adopted as the primary approach. Review and refresh baseline data. Secure early consultation with relevant stakeholders, including the British Horse Society, to determine alternative alignment option impacts on National Cycle Routes, Core Paths and any other identified NMU routes and crossings to inform selection of the preferred dualling alignment. Objectives Setting and Context Reporting will be carried out for each Project within the Programme at DMRB Stage 2 in line with Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. The Design Objectives should be set to meet the specific local needs of present and future users of the scheme.	DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken and any mitigation works required to ensure an equal or better standard of NMU provision than existing. 'Accessibility audits' will be carried out on preferred option, as required by Chapter 6 of Transport Scotland's 'Roads for All: Good Practice Guidance for Roads' and 'cycle audits', as required by Chapter 11 (see Fig 1.1.1) of Transport Scotland's 'Cycling by Design' good practice guidance. DMRB Stage 3 EIA to include construction mitigation requirements on provision of appropriate diversionary routes and signage to maintain overall access provisions during construction.
Landscape				
Landscape Designations	None	There are no national landscape designations within this section.	The route/ alignment options development should identify locally sensitive receptors in line with DMRB guidance.	
Landscape Sensitivity	SEA assessed as 'Low Sensitivity' Landscapes which by nature of their character would be able to accommodate change of the type proposed	One of the key features of the landscape is the existing A96, which reduces its sensitivity. It is predicted that impacts to landscape character will be minor.	Secure early consultation with SNH to discuss the level of assessment to be undertaken at DMRB Stage 2 and the setting of landscape objectives to inform the selection of a preferred alignment. This could be a simple or detailed assessment as set out in guidance IAN 135. Options development should also follow the requirements set out in Transport Scotland's 'Fitting Landscapes', developing detailed landscape objectives and engaging statutory consultees/ advisors in setting objectives. Seek opportunities to incorporate key views to enhance visitors' experience of AGLV, including potential for enhanced laybys and interpretation features. Agree range of visual receptors with SNH for detailed Landscape and Visual Impact Assessment (LVIA) at next stage.	DMRB Stage 3 LVIA to inform design to integrate the road with its surroundings and minimise the impacts of road furniture, particularly in rural areas. DMRB Stage 3 Report and Environmental Statement to include appropriate record of consultation, all further studies undertaken, assessment of landscape and visual impacts, appropriate mitigation measures in discussion with SNH. In line with Transport Scotland's 'Fitting Landscapes' there should be early engagement with future maintenance and management team.



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